ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the Africa-Indian Ocean Regional Aviation Safety Group (RASG-AFI/8)
Kigali, Rwanda, 7 - 11 November 2022

Agenda Item 3: 3.3. Other Safety Initiatives

Operational Safety Risks and Trends and in the East African Community (EAC) Region - Harmonizing Mitigation Strategies and Measures

(Presented by the EAC CASSOA)

SUMMARY	
This working paper presents the status of operational safety risks and trends in the EAC Region and proposes harmonization of mitigation strategies and measures for the identified common risks. The action by the Meeting is at **paragraph 3**.	
Strategic Objectives	This working paper relates to Strategic Objective A: Safety
References	- ICAO Annex 19— *Safety Management* - ICAO Global Aviation Safety Plan (GASP) (Doc 10004) - ICAO Safety Management Manual (SMM) (Doc 9859)

1. INTRODUCTION

1.1 During the delivery of a service or the conduct of an activity (for example operation of an aircraft, airports or of air traffic control) operational risks arise. Operational safety risk is essentially a by-product of the delivery of services and these are conditions that could lead to an unwanted outcome such as incidents, defects, failures and accidents.

1.2 The vision of the Global Aviation Safety Plan (GASP) is to achieve and maintain the goal of zero fatalities in commercial operations by 2030 and beyond. To this effect a number of goals have been set to support the plan including – achieving a continuous reduction of operational risks.

1.3 Goal 1 of the GASP is to achieve a continuous reduction of operational safety risks and for Regional operational safety risks, the RASGs should utilize available data to determine the region's operational safety risks which include global High-risk categories and any additional regional operational safety risks.

1.4 ICAO recognizes the need for its safety strategy to evolve and ensure its sustained effectiveness and efficiency in the changing regulatory, economic and technical environments.

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2. DISCUSSION

2.1 Safety can be further improved when safety information is shared or exchanged. It ensures a consistent, data-driven and transparent response to safety concerns at the global, State and organizational levels. Sharing of safety information refers to giving, while exchange refers to giving and receiving in return.

2.2 The Global Aviation Safety Plan recognizes the importance of safety risk analysis at both National and Regional Levels. The operational safety risks (OPS) roadmap has provided safety enhancement initiative (SEIs) to meet the GASP goals that are related to a continuous reduction of operational risks and regional and industry safety risks management activities to address high risk categories of occurrences (HRCs).

2.3 Furthermore, States are required to establish a process of analyzing safety information and data in order to determine systemic and cross cutting hazards. The primary purpose of safety analysis and safety reporting is to present a picture of the safety situation to decision makers which will empower them to make decisions based on the data presented.

2.4 It is even more beneficial for States to collectively review and analyse data and identify common safety risks as well as determine trends. When this safety information is shared it creates a basis and platform for identifying common operational safety risks, developing and harmonizing mitigation measures for the identified risks.

2.5 The GASP states that for Regional operational safety risks, the RASGs should utilize available data to determine the region's operational safety risks which include global High-risk categories and any additional regional operational safety risks. The identified Regional operational safety risks are linked to a series of HRCs and they should encompass the different sectors of aviation. These deficiencies should be addressed as a safety issue in the regional plan because of their impact on the ability of States to fulfil their safety oversight responsibilities, which impacts the region as a whole regional aviation safety plan should include safety goals, targets and indicators in line with the GASP.

2.6 The Partner States in the EAC region in line with the goal of sharing and learning from the safety incidents/ accidents share safety critical information under their Regional Safety Oversight Organization and have adopted a methodology **(see Appendix I)** where simplified safety data analysis is applied to describe, condense, examine and visualize the data collected as a means of determining trends and suggesting conclusions to draw up data driven solutions.

2.7 Subsequently, every quarter summarized safety information is shared by the States, it is consolidated, classified and a simple analysis carried out with the aim of identifying common risks and developing and implementing harmonized mitigation measures. The HRCs include but are not limited to the following;

a) Runway Incursions;
b) Runway Excursions;
c) Abnormal runway contact;
d) Wildlife Strike;
e) Airprox; and

f) Incidents on ground.

2.8 The aim is for Regional and National safety enhancement initiative (SEIs) will be adapted based on the common risks faced by the States.

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3. ACTION BY THE MEETING

3.1 The meeting is invited;

- ✓ to take note of the Information sharing methodology that has been adopted by the EAC partner States.
- ✓ Urge RASG-AFI to develop and adopt harmonized methods of sharing, consolidating and analyzing safety occurrences to identify common risks and formulate effective mitigation measures for the AFI-region.
- ✓ Take note of the identified safety risk trends in the region and to the extent possible adopt some or all at the RASG-AFI level.

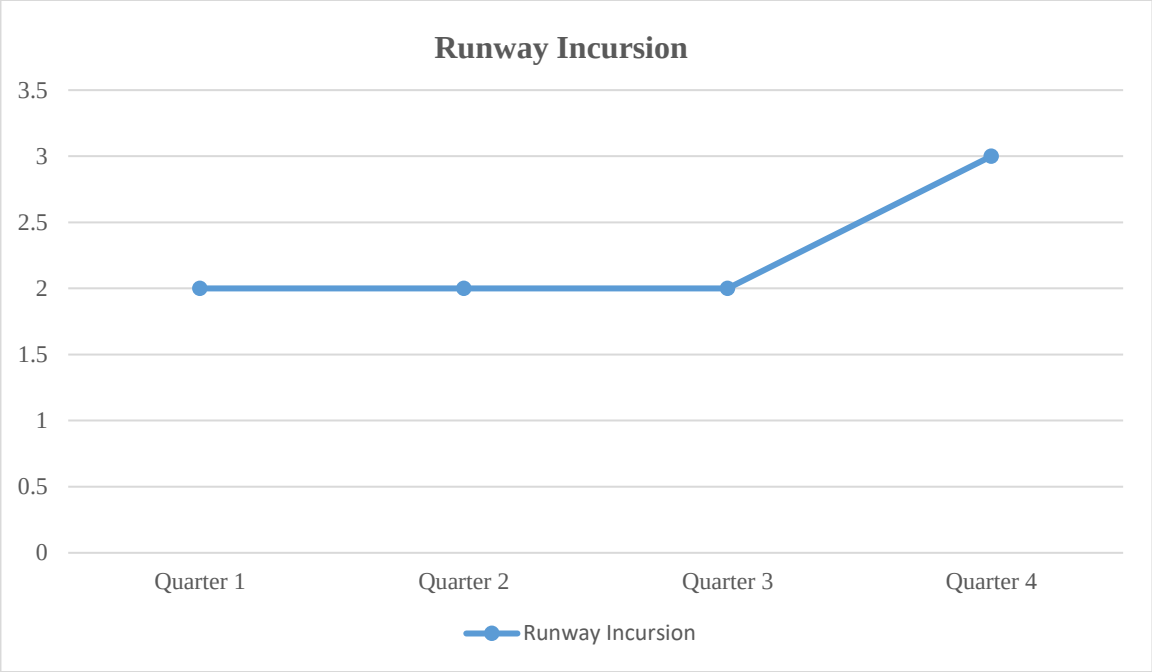
APPENDIX I: METHODOLOGY FOR ANALYSIS OF SAFETY OCCURENCES

In line with the region's goal to share and learn from the safety occurrences (incidents/ accidents) Partner States are requested to send to the Agency a summary of occurrences every quarter of the year.
As a minimum, the following information with regard to occurrence is submitted the following sub titles:

1. Nature of occurrence
2. Location of occurrence
3. Phase of flight
4. Aircraft Type
5. Equipment type
6. Number of personnel (persons) involved, both passengers and crew

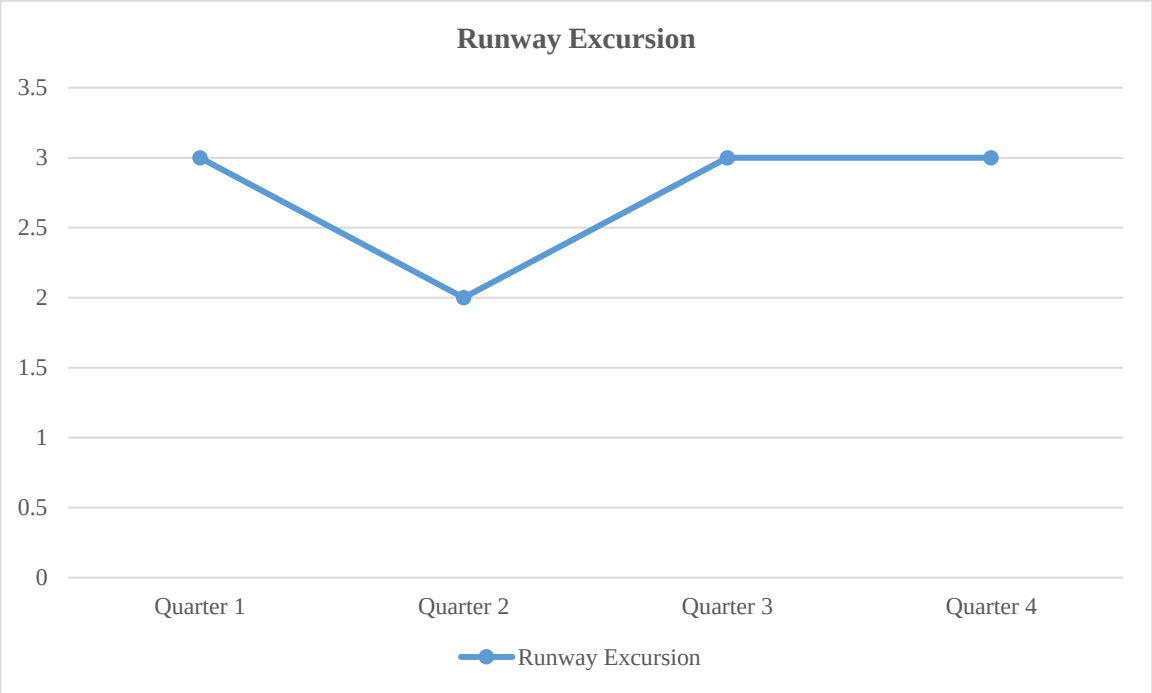
The safety data collected from the States is consolidated, categorized and analyzed using Excel to determine the common risks and determine trends for example the graphs below indicate the safety occurrences for the period running 30th June 2021 – 1st July 2022 under the following risk categories;

1. Runway Incursions;
2. Runway Excursions;
3. Abnormal runway contact;
4. Wildlife Strike;
5. Airprox; and
6. Incidents on ground.



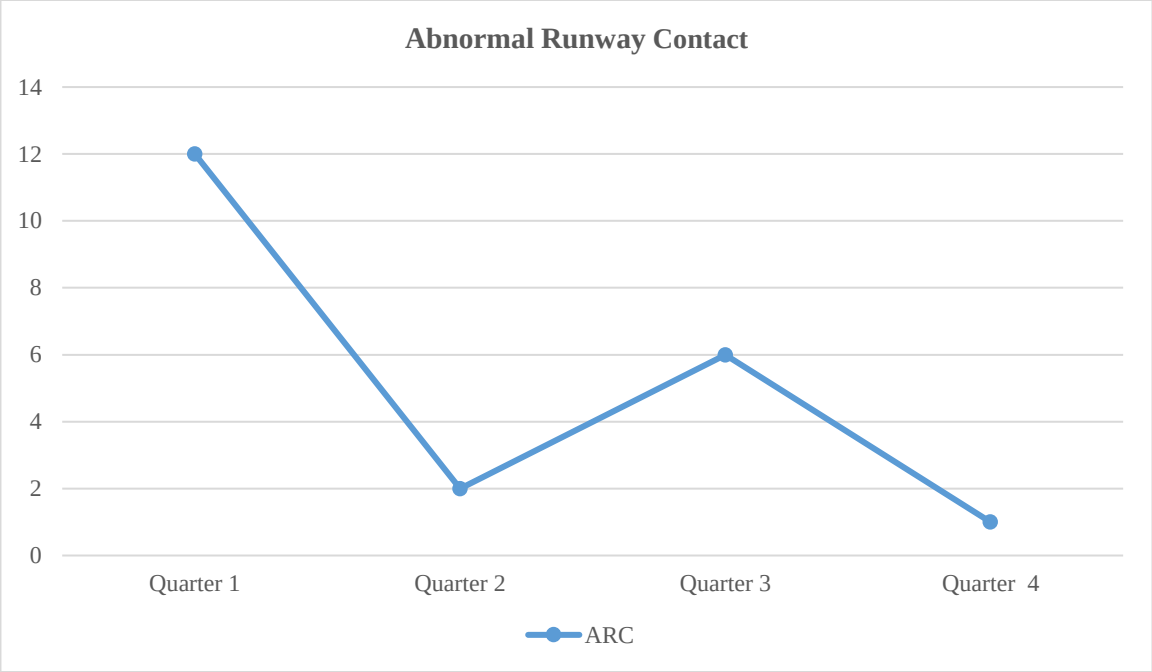
Remarks

There was a slight increase in the number of Runway incursion during Quarter 4.



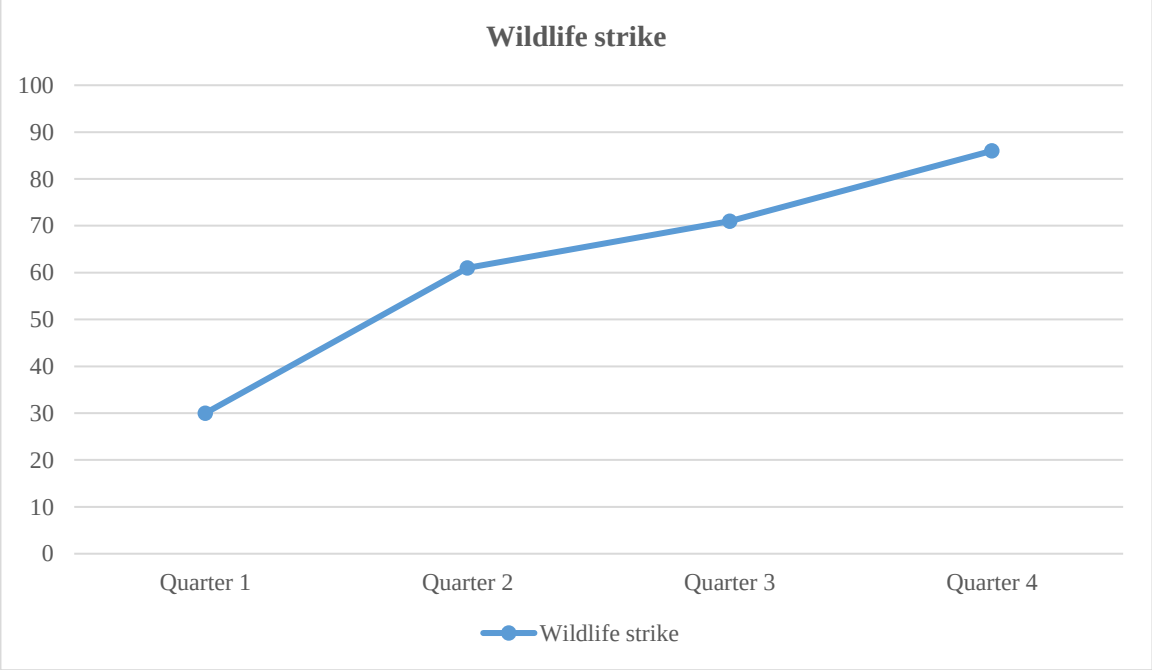
Remarks

There was no considerable change in the number of runway excursions



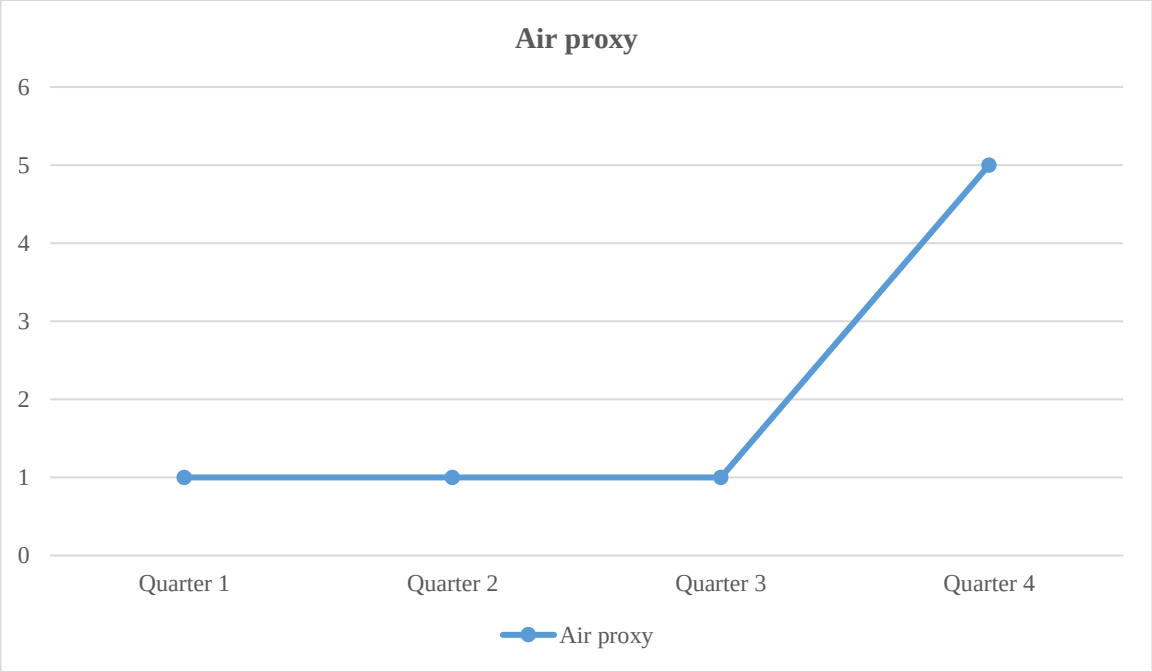
Remarks

There was a slight reduction in the number of incidents relating to abnormal runway contact.



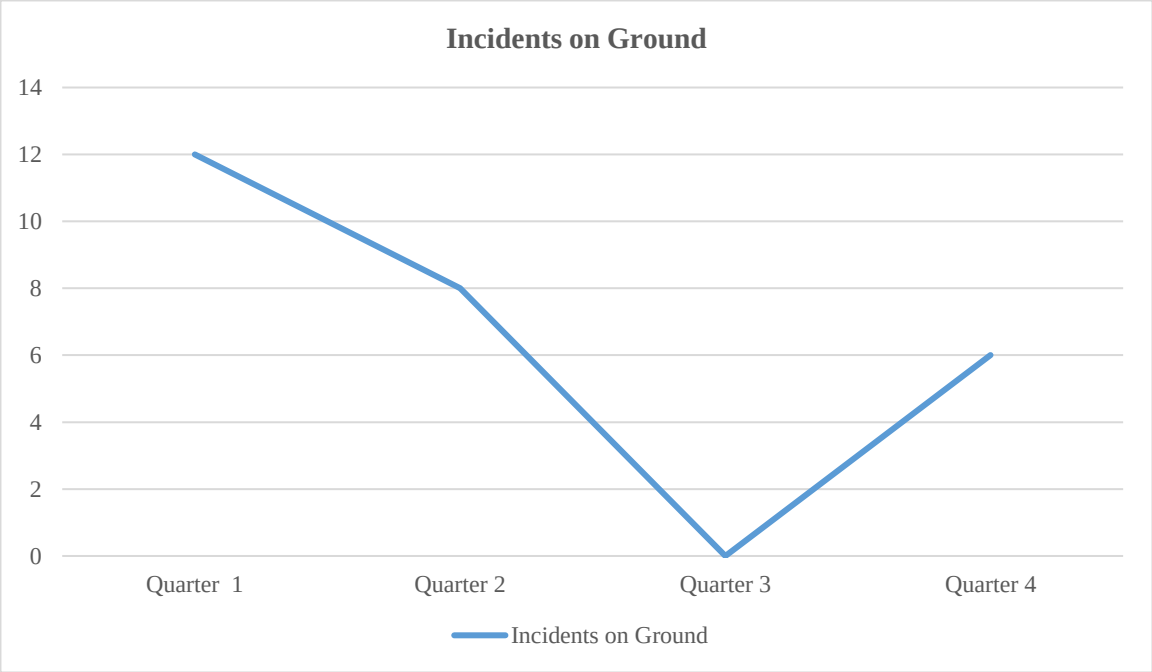
Remarks

There is a considerable increase in the number of wildlife strikes particularly bird strikes.



Remarks

There was a spike in the airprox incidents during the 4th quarter of the year.



Remarks

Few ground incidents have been reported

Following the analysis Safety lessons from the occurrence (if any) and what needs to be done to prevent a recurrence of the same are discussed.